

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0013738

OFFICE Design Policy & Support

Camden County
GDOT District 5 - Jesup
SR 25 Bridge Replacement @
Whiteoak Creek

DATE 8/7/2018

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
Kim Nesbitt, Program Delivery Administrator
Bobby Hilliard, Program Control Administrator
Paul Tanner, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Erik Rohde, State Project Review Engineer
Monica Flournoy, State Materials Engineer
Patrick Allen, State Utilities Engineer
Benny Walden, Statewide Location Bureau Chief
Brad Saxon, District Engineer
Troy Pittman, District Preconstruction Engineer
Dallory Rozier, District Utilities Engineer
Aghdas Ghazi, Project Manager
BOARD MEMBER - 1st Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LIMITED SCOPE PROJECT CONCEPT REPORT**

Project Type: <u>Bridge Replacement</u>	P.I. Number: <u>0013738</u>	
GDOT District: <u>5</u>	County: <u>Camden</u>	
Federal Route Number: <u>US17</u>	State Route Number: <u>SR25</u>	
Project Number: <u>N/A</u>		

This project proposes replacing the existing bridge on SR 25 over Whiteoak Creek near the city of Woodbine.

Submitted for approval:

<u><i>[Signature]</i></u> Barge Design Solutions, Inc.	<u>5-22-2018</u> Date	
<u><i>Kimberly W. Pettitt</i></u>	<u>5/31/18</u> Date	<i>Kimberly W. Pettitt</i>
State Program Delivery Administrator	Date	
<u><i>[Signature]</i></u> <u><i>C.L.B.</i></u> GDOT Project Manager	<u>5/22/2018</u> Date	

Recommendation for approval:

State Environmental Administrator <u><i>ERIC DUFF*/EKP</i></u>	<u>6/4/2018</u> Date	
<i>for</i> State Traffic Engineer <u><i>CHRISTINA BARRY*/EKP</i></u>	<u>6/18/2018</u> Date	
State Bridge Engineer <u><i>BILL DUVALL*/EKP</i></u>	<u>6/25/2018</u> Date	
District Engineer <u><i>BRAD SAXON*/EKP</i></u>	<u>6/15/2018</u> Date	

- ☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- ☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

State Transportation Planning Administrator <u><i>CINDY VAN DYKE*/EKP</i></u>	<u>6/7/2018</u> Date	
---	-------------------------	--

Approval:

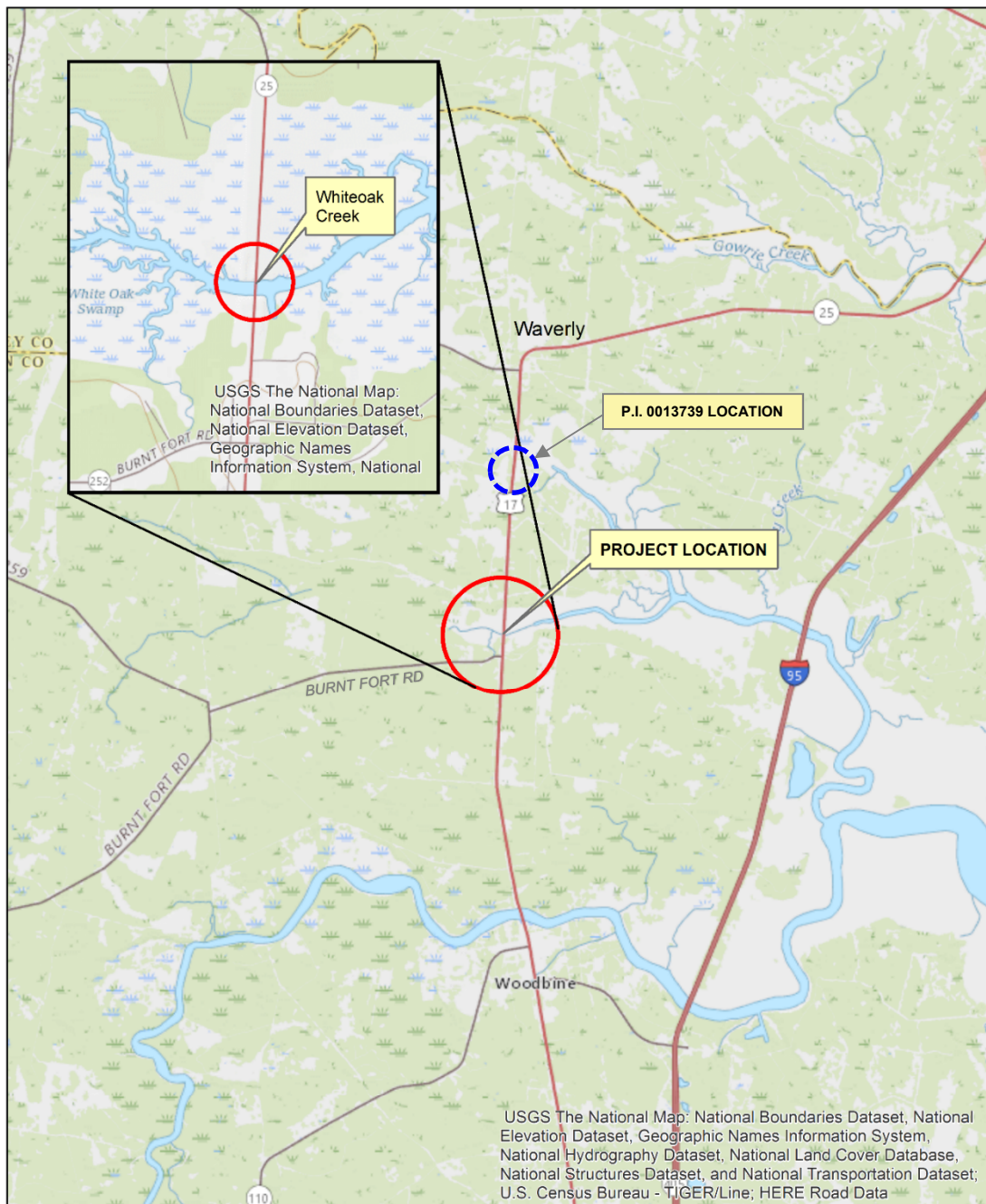
Concur: <u><i>Hiral Patel</i></u> GDOT Director of Engineering	<u>7-30-18</u> Date	
---	------------------------	--

Approve: <u><i>Margaret B. Pinner</i></u> GDOT Chief Engineer	<u>8/1/18</u> Date	
--	-----------------------	--

** - RECOMMENDATION ON FILE*

5/31/18

County: Camden

PROJECT LOCATION MAP

GDOT PI. 0013738 Camden County
SR25 @ Whiteoak Creek
5 MI N of Woodbine

0 1 2 4 6
Miles



County: Camden

PLANNING & BACKGROUND DATA

Project Justification Statement:

The bridge on SR 25 over Whiteoak Creek, Structure ID 039-0008-0, was built in 1955. This bridge consists of five spans of reinforced concrete deck girders (RCDG's) on concrete caps with concrete piles. This bridge was designed using an HS 20 vehicle, which is below current design standards. The overall condition of this bridge would be classified as satisfactory. The deck and superstructure are in satisfactory condition. The substructure is in fair condition but is classified as scour critical. The substructure shows signs of concrete deterioration and cracking in all piles in bents 2 thru 5. Some piles have spalls with exposed rebar with minor section loss. Due to the structural integrity of the bridge pertaining to the design vehicle, the scour critical rating of the substructure, and the deterioration of the concrete piles, replacement of this bridge is recommended. This statement was prepared by the GDOT Office of Bridge Design.

Existing conditions: State Route (SR) 25/Ocean Highway consists of two 12-foot lanes with rural (grass) shoulders with the bridge structure over Whiteoak Creek (Structure ID 039-0008-0) that were built in 1955. There are existing overhead and underground utilities present. The existing Right-of-Way varies between approximately 75-feet and 150-feet.

Other projects in the area: PI# 0013739 SR 25 @ Little Waverly Creek & @ Waverly Creek north of Woodbine.

MPO: N/A - not in an MPO

TIP #: N/A

Congressional District(s): 1

Federal Oversight: ☐PoDI ☒Exempt ☐State Funded ☐Other

Projected Traffic: AADT 24 HR T: 11.5%
 Current Year (2018): 2,350 Open Year (2022): 2,450 Design Year (2042): 2,975
 Traffic Projections Performed by: BARGE Design Solutions
 Date approved by the GDOT Office of Planning: 4/03/2018

Functional Classification (Mainline): Rural Principal Arterial

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:

Warrants met: ☒None ☐Bicycle ☐Pedestrian ☐Transit

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required? ☒No ☐Yes
 Feasible Pavement Alternatives: ☒HMA ☐PCC ☐HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project:

The proposed project would construct a replacement bridge for the existing structurally deficient bridge over Whiteoak Creek. The preferred alternative proposes to detour traffic off-site during construction and replace the bridge in its existing location. The project typical section consists of two 12-foot lanes with 10-foot shoulders. The approximate project length is 0.40-miles and is located in Camden County with a design speed of 55 mph.

County: Camden

Major Structures:

Structure ID	Existing	Proposed
039-0008-0	The structure is a five-span bridge with a maximum span length of 35-feet for a total length of 175-feet. The concrete slab is 6-inches deep by 34-feet wide out-to-out. The clear roadway distance is 27.8-feet from curb-to-curb.	The proposed structure will be approximately 180-feet long by 43.25-feet wide (two 12-foot lanes, with an 8-foot shoulder, and a 1.625-foot barrier).

Accelerated Bridge Construction (ABC) techniques anticipated: ☒ No ☐ Yes

ABC techniques are not recommended for this project because the environmental impacts would be similar, or possibly greater, than standard construction techniques.

Mainline Design Features: SR 25/Ocean Hwy.

Feature	Existing	Policy	Proposed
Typical Section			
- Number of Lanes	2		2
- Lane Width(s)	12-ft	11-ft to 12-ft	12-ft
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder Width	Varies 2-ft to 10-ft	10-ft	10-ft (4-ft paved)
- Outside Shoulder Slope	Varies 5% to 30%	6%	6%
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	N/A	N/A	N/A
- Auxiliary Lanes	N/A		N/A
- Bike Accommodations	N/A	N/A	N/A
Posted Speed	55mph		55mph
Design Speed	55 mph	55 mph	55mph
Minimum Horizontal Curve Radius	N/A	1060-ft	N/A
Maximum Superelevation Rate	N/A	6%	N/A
Maximum Grade	Varies 0% - 2%	4% - 5% max	4% - 5%
Access Control	Permit	Permit	Permit
Design Vehicle	Undetermined		WB-62
Pavement Type	HMA		HMA

*According to current GDOT design policy if applicable

Is the project located on a NHS roadway? ☒ No ☐ Yes

Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated: None
Design Variances to GDOT Standard Criteria anticipated: None

Lighting required: ☒ No ☐ Yes

Off-site Detours Anticipated: ☐ No ☐ Undetermined ☒ Yes

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes

If Yes: Project classified as: ☒ Non-Significant

TMP Components Anticipated: ☒ TTC

County: Camden

INTERCHANGES AND INTERSECTIONS

Major Interchanges/Intersections: N/A

Intersection Control Evaluation (ICE) Required: ☒ No ☐ YesRoundabout Peer Review Required: ☒ No ☐ Yes ☐ Completed – Date:

UTILITY AND PROPERTY

Railroad Involvement: N/A

Utility Involvements:

Georgia Power Distribution, TDS, Alma Telephone (ATC), Bellsouth (AT&T), Atlanta Gas Light

SUE Required: ☐ No ☒ YesPublic Interest Determination Policy and Procedure recommended? ☒ No ☐ Yes

Right-of-Way: Existing width: 75-150ft. Proposed width: 125-200ft.
 Required Right-of-Way anticipated: ☐ None ☒ Yes ☐ Undetermined
 Easements anticipated: ☐ None ☒ Temporary ☐ Permanent ☐ Utility ☐ Other

Anticipated total number of impacted parcels: 3
 Displacements anticipated: Businesses: N/A
 Residences: N/A
 Other: N/A
 Total Displacements: N/A

Impacts to USACE property anticipated? ☐ No ☐ Yes ☒ Undetermined

Impact to surrounding salt marsh is likely, therefore evaluation is underway to determine if Permittee Responsible Mitigation or In-Lieu Fee for mitigation credits is required. See "Environmental and Permits" section below for additional information.

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: N/A

Context Sensitive Solutions Proposed: N/A

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:

NEPA: ☐ PCE ☒ CE ☐ EA-FONSI
 GEPA: ☐ Type A ☐ Type B ☐ None

Level of Environmental Analysis:

- ☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.
- ☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

County: Camden

Water Quality Requirements:**MS4 Compliance – Is the project located in an MS4 area?** ☒ No ☐ Yes**Is Non-MS4 water quality mitigation anticipated?** ☒ No ☐ Yes**Environmental Permits, Variances, Commitments, and Coordination anticipated:** Potential stream buffer variance and Section 404 permit from USACE**Air Quality:**Is the project located in an Ozone Non-attainment area? ☒ No ☐ YesCarbon Monoxide hotspot analysis required? ☒ No ☐ Yes**NEPA/GEPA Comments & Information:**

NEPA: The Georgia Coast Rail Trail, a 6.25-mile public recreational trail, runs directly parallel to the bridge approximately 125 feet to the west. Charlie's Park, a small public park, is located in the southwest quadrant of US 17/SR 25 and SR 252. A Georgia DNR managed boat ramp and parking lot is located at the northeast quadrant of US 25/SR 17 and White Oak Creek. Impacts to access or minor takes from within the boat ramp may trigger a *de minimis* Section 4(f) evaluation. Additionally, the US Post Office is located 300 feet west of the corridor on McKinnon Road, and the White Oak Pentecostal Church is 1,000 feet west of the corridor on Burnt Fort Road. The proposed project is located in a Census Tract with 79.8% of the population designated as white, non-Hispanic and 8% below the poverty threshold, so EJ will likely not be a focus if further research confirms the desktop survey.

Ecology: Based on field surveys five wetlands (including salt marsh) and one perennial stream (White Oak Creek) are located within the project limits.

The US Fish and Wildlife Service IPaC lists the West Indian manatee (*Trichechus manatus*), piping plover (*Charadrius melodus*), red knot (*Calidris canutus rufa*), red-cockaded woodpecker (*Picoides borealis*), wood stork (*Mycteria americana*), eastern indigo snake (*Drymarchon corais couperi*), gopher tortoise (*Gopherus polyphemus*), green sea turtle (*Chelonia mydas*), leatherback sea turtle (*Dermochelys coriacea*), loggerhead sea turtle (*Caretta caretta*), and the striped newt (*Notophthalmus perstriatus*). Consultation with USFWS and Georgia Department of Natural Resources (DNR) revealed the project area as habitat for the bald eagle (*Haliaeetus leucocephalus*), the osprey (*Pandion haliaetus*), and MacGillivray's seaside sparrow (*Ammodramus maritimus macgillivrayi*), all species of concern. DNR noted the record of a nesting bald eagle within 3 miles of the proposed project. Additionally, USFWS noted three wood stork rookeries within 12 miles of the project APE.

No species or habitat were identified for listed species from USFWS or GA DNR. However, potential habitat was identified for hooded pitcher plant (*Sarracenia minor*). The plant is a state listed A protected species survey will be conducted to identify species presence.

The presence and likely impact to coastal salt marsh would require development of a Permittee Responsible Mitigation (PRM) Plan. Because of the lack of available salt marsh mitigation banks and credits the PRM is required to identify and develop a mitigation site for impacts. The PRM would be developed with the permit submitted to the US Army Corps of Engineers.

Archaeology: No eligible sites were identified from archaeology field surveys, and no previously recorded sites are located within the Environmental Resource Boundary (ESB) provided for the project.

History: Three potentially eligible resources were identified within the ESB; SR 17/US 25 (i.e. Coastal Highway), White Oak Inn, and the Shaker House. The eligibility has not been concurred with by the SHPO. The bridge to be replaced is not listed as eligible on the Georgia Historic Bridge Survey, and is not considered a contributing feature to the Coastal Highway. There is a potential for *de minimis* impacts to historic resources, but replacement of the bridges is not anticipated to result in an Individual Section 4(f) evaluation.

Air Quality: Based on project type and location a qualitative air assessment is anticipated.

Noise Effects: Based on project type and location a Type III Noise Screening Analysis is anticipated.

County: Camden

Public Involvement: Based on constructability and environmental mitigation concerns, an off-site detour is preferred, requiring a public involvement open house.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Is Federal Aviation Administration (FAA) coordination anticipated? ☒ No ☐ Yes

Project Meetings: Concept Team Meeting occurred on May 7, 2018. The PIOH/PDOH is planned to occur by mid-January 2019.

Other coordination to date: N/A

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Barge Design Solutions, Inc.
Design	Barge Design Solutions, Inc.
Right-of-Way Acquisition	GDOT – Office of Right of Way
Utility Coordination (Preconstruction)	GDOT – Office of Utilities
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT – Office of Construction Bidding Admin.
Construction Supervision	GDOT – District 5 Construction
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Edwards-Pitman
Environmental Mitigation	GDOT – Environmental Services
Construction Inspection & Materials Testing	GDOT – Materials & Research Office

Project Cost Estimate and Funding Responsibilities:

	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	\$500,000.00	\$344,960.00	TBD**	\$38,000.00	\$3,891,767.37	\$4,774,727.37
Date of Estimate	2016	7/12/2018	N/A	5/08/2018	7/12/2018	

* CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

** Programming level cost is \$250,000. ROW estimate requested on 3/07/2018. ROW costs will be updated upon receipt of estimate from ROW Office.

ALTERNATIVES DISCUSSION

Preferred Alternative: Replacement in Existing Location with an Off-Site Detour			
Estimated Property Impacts:	3 parcels	Estimated Total Cost:	\$4,774,727.37
Estimated ROW Cost:	TBD**	Estimated CST Time:	24 months
Rationale: This alternative would replace the existing bridge in-place while utilizing I-95 as an off-site detour during construction. The off-site detour net length proposed for this alternative would be approximately 18.5-miles for locals traveling between Waverly and Woodbine. This alternative provides for the least amount of impact to environmental resources which includes stream, wetland, salt marsh, and protected species. This alternative would impact three parcels. The estimated duration of the detour will be approximately 12 months.			

** Programming level cost is \$250,000. ROW estimate requested on 3/07/2018. ROW costs will be updated upon receipt of estimate from ROW Office.

Alternative 2: Replacement in Existing Location with an On-Site Detour			
Estimated Property Impacts:	3 parcels	Estimated Total Cost:	\$7,693,730.06***
Estimated ROW Cost:	TBD**	Estimated CST Time:	24 months
Rationale: This alternative would close the existing bridge to traffic and provide an on-site detour during construction. The on-site detour would temporarily shift traffic west of the existing alignment and utilize a temporary bridge upstream of the existing bridge. Shifting temporary detour traffic to the upstream side existing bridge is not ideal, but would be necessary due to the presence of a DNR boat ramp, which is a Section 4(f) resource, located on the east side of the existing bridge, which access must be maintained during construction. Constructability of this alternative would be difficult to fit temporary work and detour bridges due to the existing Rail Trail parallel to the project site. An on-site detour will increase additional environmental impacts such as salt marsh, stream, and wetland impacts which will increase 404 mitigation costs. This alternative would impact three parcels. This alternative is not recommended.			

** Programming level cost is \$250,000. ROW estimate requested on 3/07/2018. ROW costs will be updated upon receipt of estimate from ROW Office.

***This figure does not include a cost estimate for Section 404 mitigation.

Alternative 3: West Alignment Shift - Replacement			
Estimated Property Impacts:	3 parcels	Estimated Total Cost:	\$5,501,089.07***
Estimated ROW Cost:	TBD**	Estimated CST Time:	24 months
Rationale: This alternative would permanently shift the alignment of SR 25 just west of the existing bridge location for a length of approximately 0.70-miles. Traffic would be maintained on the existing alignment during construction. This alternative would lengthen the area of impact to the existing route, affecting 3 parcels for right-of-way acquisition, impact the intersection of SR 25 and Burnt Fort Road which would require intersection improvements, and could potentially impact the adjacent Georgia Coast Rail-Trail which is a Section 4(f) resource. This alternative is not recommended.			

** Programming level cost is \$250,000. ROW estimate requested on 3/07/2018. ROW costs will be updated upon receipt of estimate from ROW Office.

***This figure does not include a cost estimate for Section 404 mitigation.

County: Camden

Alternative 4: East Alignment Shift - Replacement			
Estimated Property Impacts:	4 parcels	Estimated Total Cost:	\$5,597,322.64***
Estimated ROW Cost:	TBD**	Estimated CST Time:	24 months
Rationale: This alternative would permanently shift the alignment of SR 25 just east of the existing bridge location for a length of approximately 0.70-miles. Traffic would be maintained on the existing alignment during construction. This alternative, similar to Alternative 2 above, would lengthen the area of impact to the existing route, affecting four parcels for right-of-way acquisition, and impact the intersection of SR 25 and Burnt Fort Road which would require intersection improvements. In addition, this alternative would require the relocation of the of the Whiteoak Creek boat ramp which is a Section 4(f) resource. This alternative is not recommended.			

** Programming level cost is \$250,000. ROW estimate requested on 3/07/2018. ROW costs will be updated upon receipt of estimate from ROW Office.

***This figure does not include a cost estimate for Section 404 mitigation.

No-Build Alternative: No Build			
Estimated Property Impacts:	0 parcels	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	0 months
Rationale: This is not an acceptable option as the bridge design is below current standards, the substructure is classified as scour critical with signs of concrete deterioration in the piles, and does not meet the project justification.			

Additional Comments/ Information:

Replacement in Existing Location with an Off-site Detour

Early coordination Letters were sent out by the Department (8/4/2017) and responses received from Camden County Public Works (11/21/2017), Emergency Management Agency (11/21/2017), and Schools Operations (9/25/2017). County officials expressed major concerns associated with the impacts to services such as emergency response times and school bus route revisions if the bridge were closed up to a year and an off-site detour provided. For this reason, an on-site detour was considered as the initial preferred alternative; however, during the Concept Team Meeting (5/7/2018), discussions took place that detailed concerns with the on-site detour including significant environmental impacts, a dramatic increase in construction costs, constructability difficulties, and comparatively limited services disruption between the two detour options that led to the eventual determination that an off-site detour is the preferred alternative.

In order to provide an on-site detour, a new temporary roadway alignment, detour bridge, and work bridge would need to be constructed to route local traffic onto while the existing bridge is replaced in its existing location. Also, the on-site detour would require considerable fill which increases the environmental impacts to the surrounding identified streams, wetlands, and saltwater marsh which would, in turn, greatly increase the amount of mitigation costs and construction cost as compared to utilizing an off-site detour. The location of the on-site detour would need to be located on the upstream side of the existing bridge due to the presence of an identified DNR boat ramp, which is a 4(f) resource and access is required to be provided throughout construction. Also, the proximity of the Georgia Coast Rail-Trail right-of-way upstream of the bridge replacement provides limited space to fit in a detour and temporary work bridge. GDOT District 5 Construction believes this will be a constructability issue and doubts that it is feasible to fit in the space available without encroaching into the Rail-Trail.

Therefore, utilizing an off-site detour would not only alleviate the environmental and construction cost impacts of an on-site detour, it would also likely not be as considerable of an impact to services as

County: Camden

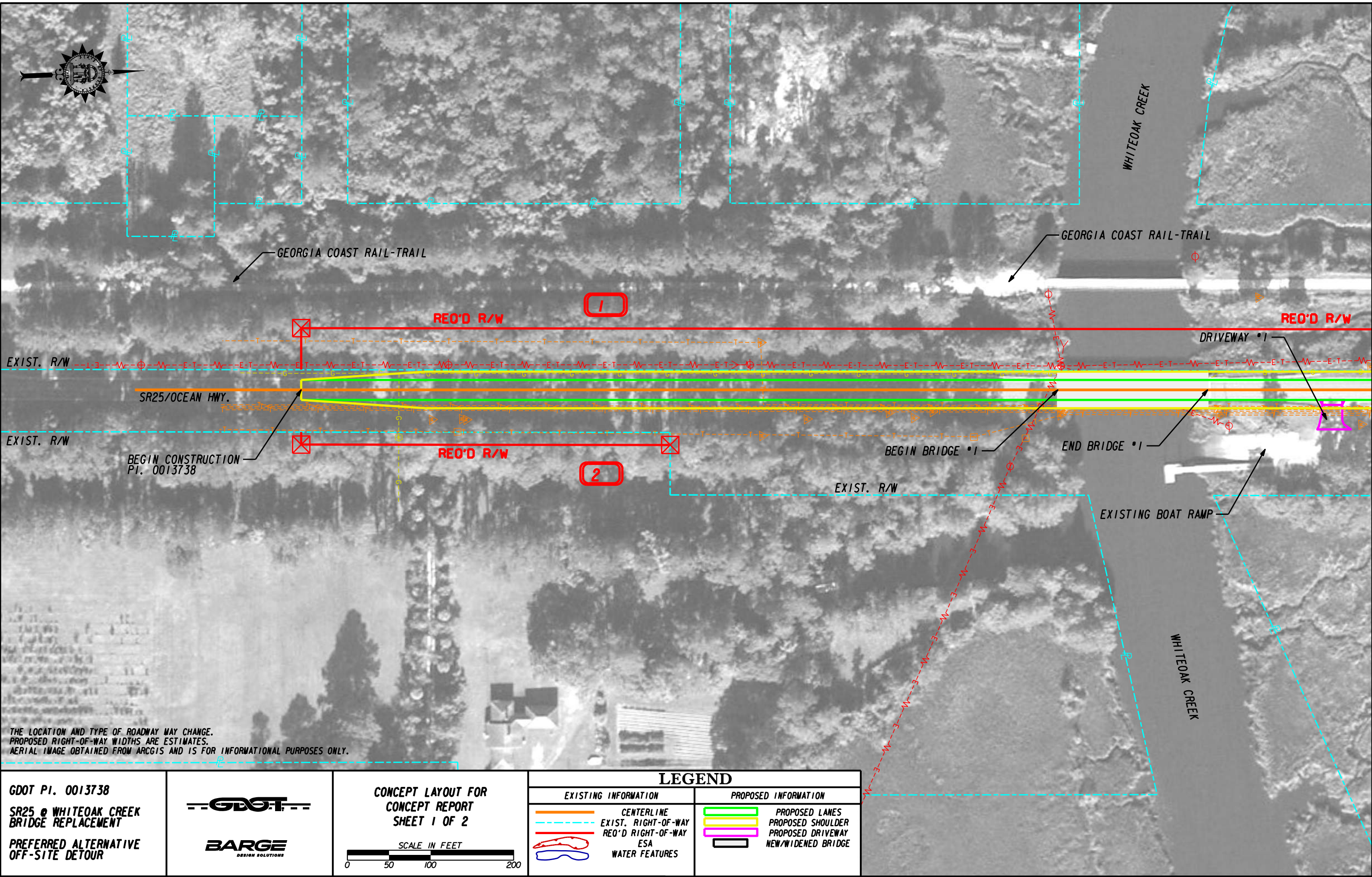
previously noted in the early coordination responses from County officials. The primary concerns about an off-site detour conveyed by locals are impacts to local traffic travel times, response times of emergency personnel, and bus route revisions needed for locally affected students. From the Concept Team Meeting, the impacts will be minimal, and local officials should have sufficient time to prepare for closure of the existing bridge and shifting of traffic to an off-site detour. The proposed detour route utilizes SR 25 and I-95, which runs parallel to SR 25. The travel distance between Waverly and Woodbine along SR 25 currently is approximately 9.5-miles while the travel distance if using the proposed detour route would be approximately 28-miles, resulting in a net detour length of 18.5-miles. Local traffic would not be limited to using the proposed detour route as there are alternative local routes that would facilitate local traffic between the Waverly, White Oak, and Woodbine areas which would also result in a lesser net detour length. Additionally, given the locations of Camden County Fire Rescue Station 17 in Waverly and the Woodbine Fire Station, which are both approximately 5-miles from White Oak on either side, impacts to emergency response times to locals would be minimal with the closure of the existing bridge over Whiteoak Creek. Furthermore, area hospitals are located to both the north and south of the proposed project area approximately 20-25 miles away in Brunswick and St. Marys. Furthermore, based on the early coordination response from Camden County Schools, approximately 20 students would be affected by the closure of the existing bridge and an off-site detour. Lastly, because this project and P.I. 0013739 will utilize the same detour route, the construction of the three projects among both project will need to be sequenced such that both project areas are not closed to traffic at the same time and access for local traffic is maintained. Additional coordination letters need to be sent out to Camden County Public Works, Emergency Management Agency, and Schools Operations from the Department based on these findings.

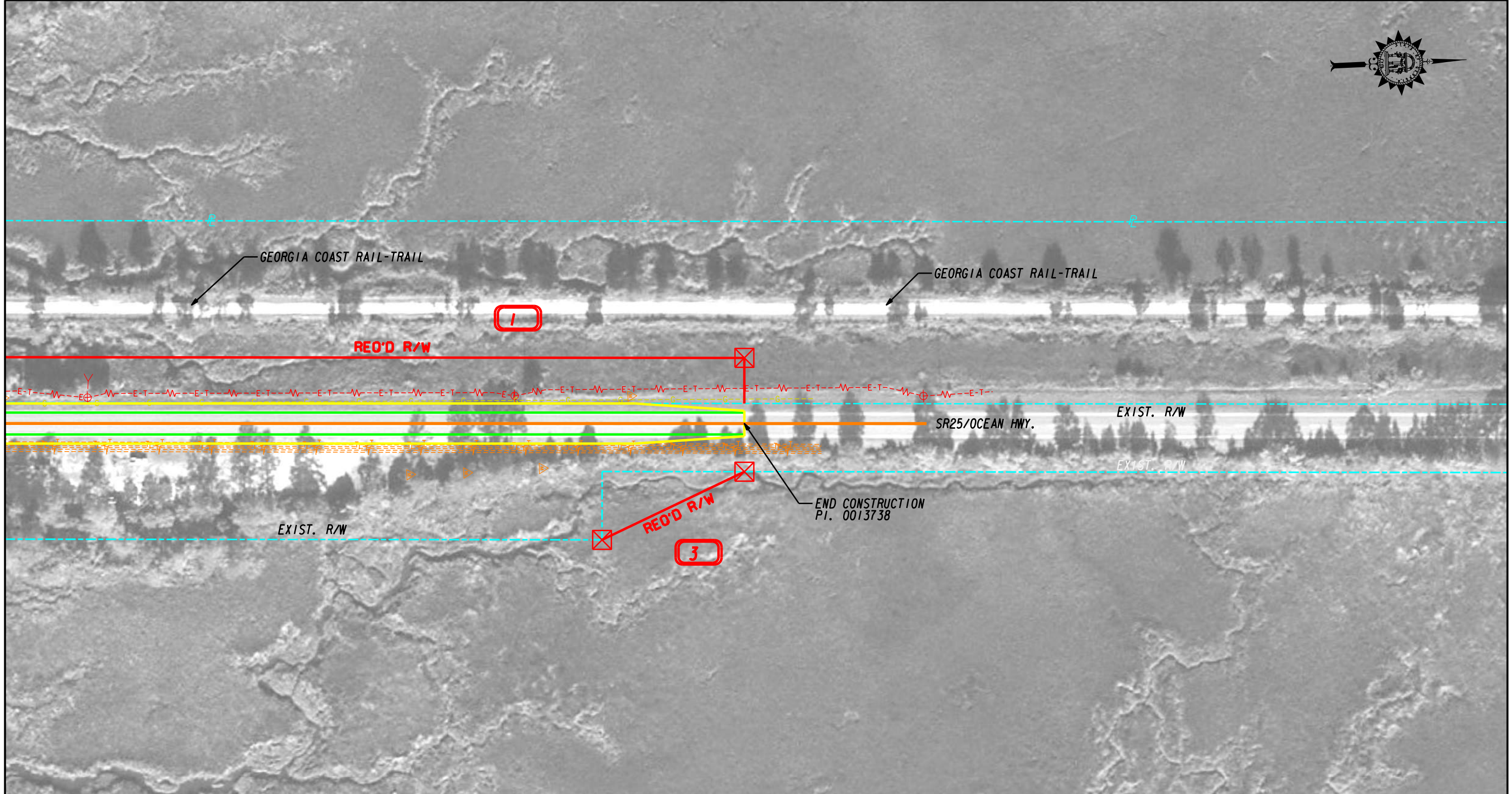
LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical sections
3. Detour Map
4. Cost Estimates
5. Concept Utility Report
6. Traffic Approval Letter
7. Existing Bridge SI&A
8. Concept Team Meeting Minutes



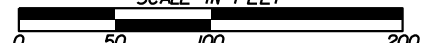









Attachment #1: Concept Layout

- Preferred Alternative: Replacement in Existing Location with an Off-Site Detour



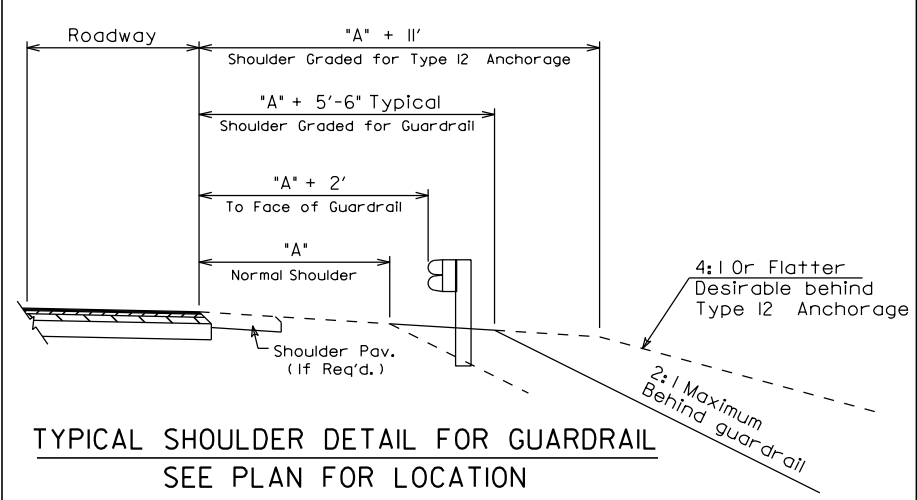
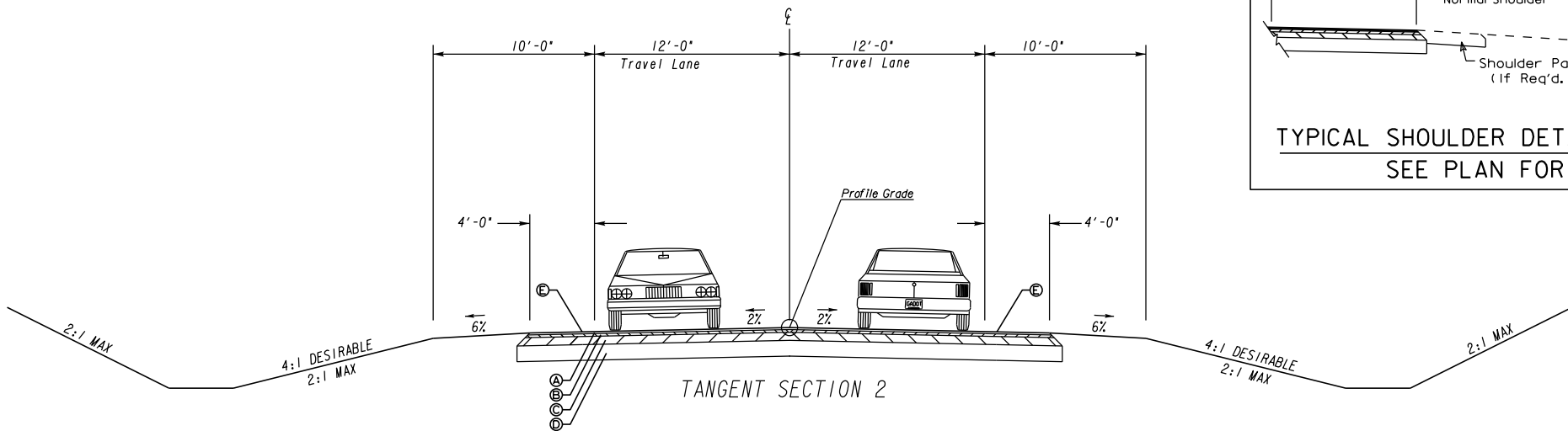
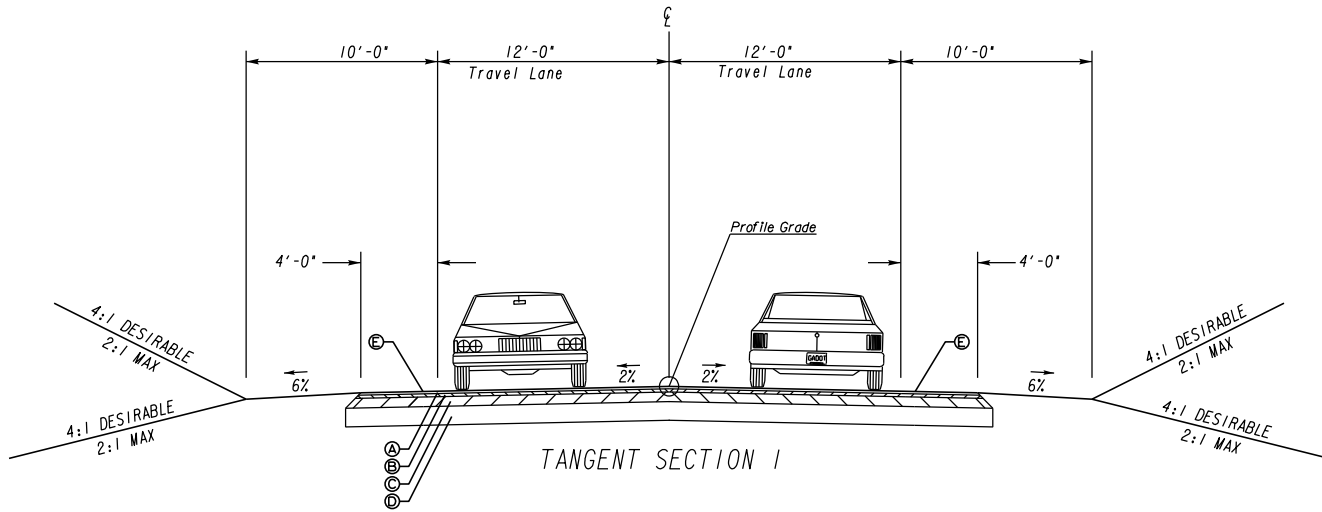


THE LOCATION AND TYPE OF ROADWAY MAY CHANGE.
PROPOSED RIGHT-OF-WAY WIDTHS ARE ESTIMATES.
AERIAL IMAGE OBTAINED FROM ARCGIS AND IS FOR INFORMATIONAL PURPOSES ONLY.

GDOT PI. 0013738 SR25 @ WHITEOAK CREEK BRIDGE REPLACEMENT PREFERRED ALTERNATIVE OFF-SITE DETOUR	 	CONCEPT LAYOUT FOR CONCEPT REPORT SHEET 2 OF 2 SCALE IN FEET 	LEGEND	
			EXISTING INFORMATION	PROPOSED INFORMATION
	 CENTERLINE	 PROPOSED LANES		
	 EXIST. RIGHT-OF-WAY	 PROPOSED SHOULDER		
	 REQ'D RIGHT-OF-WAY	 PROPOSED DRIVEWAY		
	 ESA	 NEW/WIDENED BRIDGE		
	 WATER FEATURES			

Attachment #2: Typical Sections

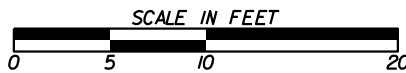
- Roadway Typical
- Bridge Typical



LEGEND

- Ⓐ RECYCLED ASPH CONC 9.5 MM SUPERPAVE, TYPE 11, BLEND 1, INCL BITUM MATL & H LIME (137.5 LB/SY)
- Ⓑ RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (220 LB/SY)
- Ⓒ RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (330 LB/SY)
- Ⓓ GRADED AGGR BASE CRS, 8 INCH, INCL MATL
- Ⓔ INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (CONTINUOUS)

BARGE
DESIGN SOLUTIONS



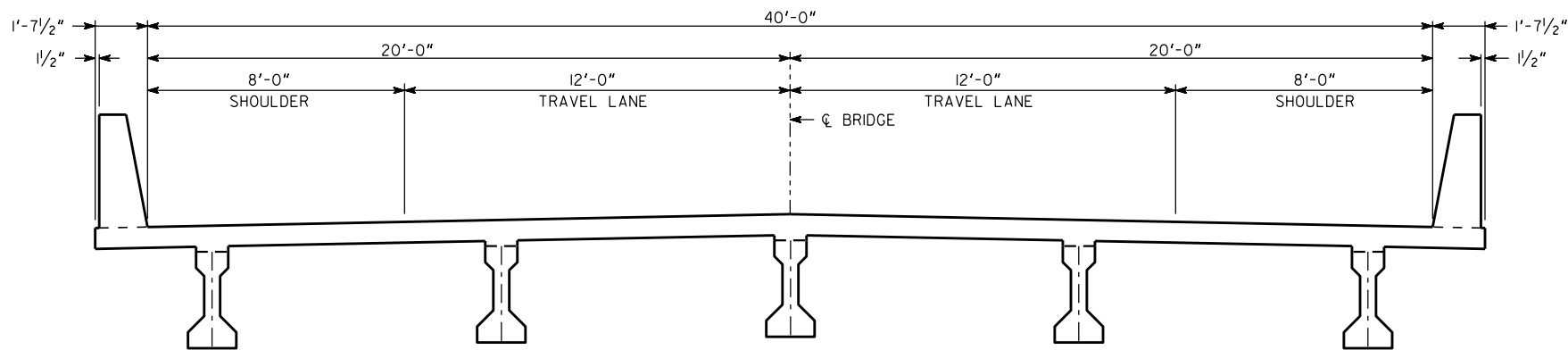
REVISION DATES

TYPICAL SECTIONS

SR25 @ WHITEOAK CREEK
5 MI N OF WOODBINE

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

05-0001



TYPICAL SECTION OVER WHITEOAK CREEK

BRIDGE NO. 1

DATE					GEORGIA DEPARTMENT OF TRANSPORTATION ENGINEERING DIVISION-OFFICE OF BRIDGES AND STRUCTURES		
REVISIONS					TYPICAL SECTION SR 25 OVER WHITEOAK CREEK CAMDEN COUNTY		
BY					SCALE: NO SCALE		
DESIGNED					FEBRUARY 2018		
DRAWN					REVIEWED		
DESIGN GROUP					APPROVED		

DRAWING NO.
35-0001

BRIDGE SHEET
1 OF 1

DESIGNED
JRL

CHECKED
BARGE

REVIEWED

Attachment #3: Detour Map

- Proposed Off-Site Detour Map

PI 0013738 - SR 25 @ WHITEOAK CREEK 5 MI N OF WOODBINE



Attachment #4: Cost Estimates

- Revisions to Programmed Costs for Preferred Alternative
- CES Cost Estimate for Preferred Alternative
- Section 404 Mitigation Cost Estimate for Preferred Alternative

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. **0013738** OFFICE **Program Delivery**

PROJECT DESCRIPTION

SR 25 @ WHITEOAK CREEK 5 MI N OF WOODBINE BRIDGE
REPLACEMENT

DATE **July 25, 2018**

From: **Kimberly Nesbitt, State Program Delivery Administrator**

To: Lisa L. Myers, State Project Review Engineer
via Email Mailbox: CostEstimatesandUpdates@dot.ga.gov

Subject: REVISIONS TO PROGRAMMED COSTS

MGMT LET DATE **12/15/2020**

PROJECT MANAGER **Johnny Lee, P.E. (Barge
Design Solutions)**

MGMT ROW DATE **1/15/2020**

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$ **2,590,586.30**

DATE **8/24/2017**

RIGHT OF WAY \$ **250,000.00**

DATE **8/24/2017**

UTILITIES \$

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$ **3,891,767.37**

RIGHT OF WAY \$

UTILITIES \$ **38,000.00**

*Cost Contains **15** % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

This concept cost estimate for the Preferred Alternative is based on utilizing an off-site detour. A 15% contingency for concept level estimate used based on the Risk Based Cost Estimation memo by GDOT dated 4/30/2014. This concept level cost estimate does not include environmental mitigation costs or updated right-of-way costs.

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	3,185,080.66	Base Estimate From CES	
B. ENGINEERING AND INSPECTION (E & I):	\$	159,254.03	Base Estimate (A) x	5 %
C. CONTINGENCY:	\$	501,650.20	Base Estimate (A) + E & I (B) x	15 %
			See % Table in "Risk Based Cost Estimation" Memo	
D. TOTAL LIQUID AC ADJUSTMENT:	\$	45,782.47	Total From Liquid AC Spreadsheet	
E. CONSTRUCTION TOTAL:	\$	3,891,767.37	(A + B + C + D = E)	

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
GA Power - Distribution	\$ 38,000.00
TDS - Telecom	\$ -
Alma Telephone (ATC)	\$ -
Bellsouth (AT&T)	\$ -
Atlanta Gas Light	\$ -
TOTAL	\$ 38,000.00

ATTACHMENTS: (File Copy in the Project Cost Estimate Folder)

Liquid AC Adjustment Spreadsheet
PSR

Consultant Validation of Final QC/QA for Construction Cost Estimate Used in This Revision To Programmed Costs

COMPANY NAME:

Barge Design Solutions, Inc.

VALIDATION OF FINAL QC/QA

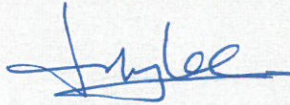
PRINTED NAME:

Johnny Lee

TITLE:

Project Manager

SIGNATURE:



DATE:

7-25-2018

PROJ. NO. N/A
P.I. NO. 0013738
DATE 7/12/2018

CALL NO. 0/00/2016

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Jul-18	\$ 2.714
DIESEL		\$ 3.083
LIQUID AC		\$ 507.00

Link to AC Index:
<http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				43226.82	\$	43,226.82
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	811.20		
Monthly Asphalt Cement Price month project let (APL)			\$	507.00		
Total Monthly Tonnage of asphalt cement (TMT)				142.1		

ASPHALT	Tons	%AC	AC ton
Leveling	560	5.0%	28
12.5 OGFC	0	5.0%	0
12.5 mm	0	5.0%	0
9.5 mm SP	488	5.0%	24.4
25 mm SP	1076	5.0%	53.8
19 mm SP	718	5.0%	35.9
	2842		142.1

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	851.88	\$	851.88
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	811.20			
Monthly Asphalt Cement Price month project let (APL)			\$	507.00			
Total Monthly Tonnage of asphalt cement (TMT)				2.800405801			

Bitum Tack

Gals	gals/ton	tons
652	232.8234	2.8004058

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				1703.766889	\$	1,703.77
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	811.20		
Monthly Asphalt Cement Price month project let (APL)			\$	507.00		
Total Monthly Tonnage of asphalt cement (TMT)				5.600811602		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	6520	0.20	1304	232.8234	5.600811602
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					5.600811602

TOTAL LIQUID AC ADJUSTMENT \$ 45,782.47

CES_Job_Estimate_Report_Preferred Alternative.txt
STATE HIGHWAY AGENCY

DATE : 07/25/2018
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0013738 SPEC YEAR: 13
DESCRIPTION: SR 25 @ WHITEOAK CREEK 5 MI N OF WOODBINE
PREFERRED ALTERNATIVE - OFF-SITE DETOUR

COST GROUPS FOR JOB 0013738

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
STRO	STRUCTURES, OTHER (SF)	7920.000	150.00000	1188000.00	Y
EROC	EROSION CONTROL (SY)	1.000	300000.00000	300000.00	Y
DRNG	DRAINAGE	1.000	55000.00000	55000.00	Y
MISC	SIGNING & MARKING	1.000	30000.00000	30000.00	Y
ACTIVE COST GROUP TOTAL				1573000.00	
INFLATED COST GROUP TOTAL				1573000.00	

ITEMS FOR JOB 0013738

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - 0013738	1.000	100000.00	100000.00
0010	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	105934.31	105934.32
0015	210-0100		LS	GRADING COMPLETE - 0013738	1.000	600000.00	600000.00
0025	310-5060		SY	GR AGGR BS CRS 6IN INCL MATL	108.000	22.91	2475.31
0030	310-5080		SY	GR AGGR BS CRS 8IN INCL MATL	6520.000	21.31	138972.50
0035	402-1812		TN	RECYL AC LEVELING,INC BM&HL	560.000	107.05	59951.36
0040	402-3103		TN	REC AC 9.5 MM SP,TPII,GP2, INCL BM & H L	488.000	95.12	46422.84
0045	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	1076.000	89.43	96236.92
0050	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	718.000	93.91	67434.12
0055	413-0750		GL	TACK COAT	652.000	1.86	1212.72
0060	432-5010		SY	MILL ASPH CONC PVMT,VARB DEPTH	1210.000	6.97	8435.96
0065	433-1200		SY	REF CONC APPR SL/I SLOPED EDGE	289.000	189.49	54763.77
0100	641-1100		LF	GUARDRAIL, TP T	75.000	77.23	5792.63
0105	641-1200		LF	GUARDRAIL, TP W	1725.000	19.08	32922.73
0110	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	2.000	1075.05	2150.10
0150	540-1101		LS	REM OF EX BR, STA NO - EXISTING BRIDGE OVER WHITEOAK CREEK	1.000	267750.00	267750.00
0155	641-5020		EA	GUARDRL, ANCHOR, TP 12B,31 IN, FLR, E/A	2.000	2387.52	4775.04
0160	632-0003		EA	CHANGEABLE MESS SIGN,PORT,TP 3	2.000	7996.10	15992.22
0165	456-2020		GLM	INDENT, EDG LN RUMB STRP	0.800	1072.63	858.11

ITEM TOTAL	1612080.66
INFLATED ITEM TOTAL	1612080.66

TOTALS FOR JOB 0013738

STATE HIGHWAY AGENCY

DATE : 07/25/2018
PAGE : 2

JOB ESTIMATE REPORT

ESTIMATED COST:	3185080.66
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	3185080.66

Johnny Lee

From: Westberry, Lisa <lwestberry@dot.ga.gov>
Sent: Thursday, July 12, 2018 1:17 PM
To: Johnny Lee; Ghazi, Aghdas
Cc: Jackson, Keisha
Subject: P.I. 0013738, Camden County - Estimated Mitigation Cost for Concept Report

Aghdas/Johnny,

As requested, the estimated mitigation costs for the subject project is \$ 344,960.00. This estimate was based on the assumption that credits would be available for purchase as I believe that credits will be available for purchase within six to nine months. The estimate was also based on actual field verification of resources. The final cost of mitigation credits is dependent upon the final design and the actual cost of the credits.

If you should have any questions or need any additional information, please do not hesitate to contact me. Thank you.

Lisa Westberry
Special Projects Coordinator



Office of Environmental Services
One Georgia Center, 16th Floor
600 West Peachtree Street, NW
Atlanta, GA, 30308
404.631.1772

Hands-free cell phone use now law when driving in Georgia. When drivers use cell phones and other electronic devices it must be with hands-free technology. It is illegal for a driver to hold a phone in their hand or use any part of their body to support a phone. There are many facets to the new law. For details, visit <https://www.gahighwaysafety.org/> or <http://www.headsupgeorgia.com/>.

Attachment #5: Concept Utility Report

- PI# 0013738 Concept Utility Report

Concept Utility Report

Project Number: _____

District: 5

County: Camden

Prepared by: Leslie Dubberly

P.I. # 0013738

Date: May 8, 2018

Project Description: SR 25 @ Whiteoak Creek 5 MI N of Woodbine

The information provided herein has been gathered from Georgia811 and/or field visits and serves as an estimate. Nothing contained in this report is to be used as a substitute for 1st Submission or SUE.

Are SUE services recommended? SUE was accepted 4-12-18 Level: ☐A ☐B ☐C ☒D

Public Interest Determination (PID): ☐ Automatic ☐ Mandatory ☐ Consideration

☒ No Use ☐ Exempt

Is a separate utility funding phase recommended? No

Existing Facilities: GA Power-Distribution, TDS Telecom, Alma Telephone(ATC), Bellsouth(ATT), Atlanta Gas Light(AGL)

Potential Project (Schedule/Budget) Impacts: N/A

Capital Improvement Projects (Utilities) Anticipated in the Area: N/A

Project Specific Recommendations for Avoidance/Mitigation: N/A

Right of Way Coordination Concerns: N/A

Environmental Coordination: N/A

Additional Remarks: N/A

Attachment #6: Traffic Approval Letter

- PI# 0013738 Traffic Assignments Memo and Approval Letter

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE Camden County
P.I. # 0013738

OFFICE Planning

DATE April 3, 2018

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Kimberly Nesbitt, State Program Delivery Administrator
Attention: Aghdas Ghazi

SUBJECT **Design Traffic Forecasts** for SR 25 @ WHITEOAK CREEK 5 MI N OF
WOODBINE

Per request, we have reviewed the consultant's design traffic forecasts for the above project. Based on the information furnished, we find the design traffic forecasts to be satisfactory, and the design traffic forecasting task to be complete for the above project. The reviewed and approved design traffic forecast for the above project is as follows:

BRIDGE ID # 039-0008-0

Build = No Build	2018 (Existing Year)	2022 (Base Year)	2024 (Base Year +2)	2042 (Design Year)	2044 (Design Year + 2)
AADT	2350	2450	2500	2975	3050
DHV (AM/PM)	155/ 205	160/ 215	165/ 220	195/ 260	200/ 265
K% (AM/PM)	6.6%/ 8.8%	Same as Existing Year			
D% (AM/PM)	58%/ 53%				
24 HR. T% - S.U.	7.5%				
24 HR. T% - COMB.	4.0%				
24 HR. T% - TOTAL	11.5%				
T% - S.U. (AM/PM)	6.0%/ 5.0%				
T% - COMB. (AM/PM)	3.5%/ 3.0%				
T% - TOTAL (AM/PM)	9.5%/ 8.0%				

If you have any questions concerning this information, please contact Andre Washington at 404-631-1925.

Andre Washington
Office Of Planning
5th Floor, One Georgia Center
404-631-1925

CLV/AMW

Attachment #7: SI&A Report
(Provided by GDOT)

- Existing Bridge 039-0008-0 SI&A Report

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:11/28/2017

Parameters: Bridge Serial Number

Bridge Serial Number: 039-0008-0

County: Camden

SUFF. RATING: 64.9

Location & Geography			218 Datum:		2- Mean Sea Level		Signs & Attachments	
Structure ID:	039-0008-0		*19 Bypass Length:	12		225 Expansion Joint Type:		02- Open or sealed concrete joint (silicone sealant).
200 Bridge Information:	06		*20 Toll:	3- On a Free Road or Non-Highway		242 Deck Drains:		1- Open Scuppers.
*6 Feature Intersected:	WHITEOAK CREEK		*21 Maintenance Responsibility:	01-State Highway Agency.		243A Parapet Location:		0- None present.
*7A Route Number Carried:	SR00025		*22 Owner:	01-State Highway Agency.		243B Parapet Height:		0.00
*7B Facility Carried:	US 17 OCEAN HWY		*31 Design Load:	5- HS 20		243C Parapet Width:		0.00
9 Location:	5 MI N OF WOODBINE		37 Historical Significance:	5- Not eligible for the National Register of Historic Places		238A Curb Height:		1.2
2 GDOT District:	4841500000 - D5 District Five Jesup		205 Congressional District:	001		238B Curb Material:		1- Concrete.
*91 Inspection Frequency:	24	Date: 05/10/2017	27 Year Constructed:	1955		239A Handrail Left:		1- Concrete.
92A Fracture Critical Insp. Freq:	0	Date: 02/01/1901	106 Year Reconstructed:	0		239B Handrail Right:		1- Concrete.
92B Underwater Insp Freq:	60	Date: 10/06/2014	33 Bridge Median:	0-None		*240 Median Barrier Rail:		0- None.
92C Other Spc. Insp Freq:	12	Date: 05/12/2016	34 Skew:	0		241A Bridge Median Height:		0
* 4 Place Code:	00000		35 Structure Flared:	No		241B Bridge Median Width:		0
*5A Inventory Route(O/U):	1		38 Navigation Control:	0- Navigation is not controlled by an Agency		*230A Guardrail Location Direction Rear:		3- Both sides.
5B Route Type:	2 - U.S. Numbered		213 Special Steel Design:	0- Not applicable or other		*230B Guardrail Location Direction Fwr:		3- Both sides.
5C Service Designation:	1- Mainline		267A Type Paint Super Structure:	0- Not Applicable. Year : 0000		*230C Guardrail Location Opposing Rear:		0- None.
5D Route Number:	00017		267B Type Paint Sub Structure:	0- Not Applicable Year : 0000		*230D Guardrail Location Opposing Fwr:		0- None.
5E Directional Suffix:	0. Not applicable		*42A Type of Service On:	1-Highway		244 Approach Slab:		3- Forward and Rear.
*16 Latitude:	31 - 2.1798		*42B Type of Service Under:	5-Waterway		224 Retaining Wall:		0- None.
*17 Longitude:	81 - 43.8108		214A Movable Bridge:	0		233 Posted Speed Limit:		55
98A Border Bridge:	0	98B: GA% 00	214B Operator on Duty:	0		236 Warning Sign:		No
99 ID Number:	0000000000000000		203 Type Bridge:	D - Concrete pile. O. Concrete O. Concrete O. Concrete		234 Delineator:		Yes
*100 STRAHNET:	0- The Feature is not a STRAHNET route.		259 Pile Encasement:	3		235 Hazard Boards:		Yes
12 Base Highway Network:	Yes		*43A Structure Type Main material:	1-Concrete		237A Gas:		31- Side Left.
13A LRS Inventory Route:	391002500		*43B Structure Type Main Type:	4-Tee Beam		237B Water:		00- Not Applicable
13B Sub Inventory Route:	0		45 Number of Main Spans:	5		237C Electric:		00- Not Applicable
101 Parallel Structure:	N. No parallel structure exists		44 Structure Type Approach:	A:0- Other B: 0- Other		237D Telephone:		32- Side Right.
*102 Direction of Traffic:	2- Two Way		46 Number of Approach Spans:	0		237E Sewer:		00- Not Applicable
*264 Road Inventory Mile Post:	20.60		226 Bridge Curve:	A: Vertical: NoB: Horizontal: No		247A Lighting: Street:		No
*208 Inspection Area:	Area 05		111 Pier Protection:	N - Navigation Control item coded 0, or Feature not a waterway		247B Navigation:		No
*104 Highway System:	0- Inventory Route is not on the NHS		107 Deck Structure Type:	1 - C-I-P Portland Cement Concrete - Epoxy Coated Rebars		247C Aerial:		No
*26 Functional Classification:	6- Rural - Minor Arterial		108A Wearing Surface Type:	1. Concrete		*248 County Continuity No.:		00
*204A Federal Route Type:	F - Primary.		108B Membrane Type:	0. None		36A Bridge Railings:		2- Inspected feature meets acceptable construction date standards.
*204B Federal Route Number:	00091		108C Deck Protection:	0. None		36B Transition:		2- Inspected feature meets acceptable construction date standards.
105 Federal Lands Highway:	0. Not applicable		265 Underwater Inspection Area:	2		36C Approach Guardrail:		2- Inspected feature meets acceptable construction date standards.
*110 Truck Route:	0- The Feature is not part of the National Network for Trucks					36D Approach Guardrail Ends:		2- Inspected feature meets acceptable construction date standards.
217 Benchmark Elevation:	0010.74							
* Location ID No:	039-00025D-020.74N							

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:11/28/2017

Bridge Serial Number: 039-0008-0

County: Camden

SUFF. RATING: 64.9

Programming Data		Measurements:			Ratings and Posting	
201 Project Number:	BA (2) 1791 (12)	*29 AADT:	2060		65 Inventory Rating Method:	1-Load Factor (LF)
202 Plans Available:	1- Plans at General Office.	*30 AADT Year:	2012		63 Operating Rating Method:	1-Load Factor (LF)
249 Proposed Project Number:	000000000000000000000000	109 % Truck Traffic:	1		66A Inventory Type:	2 - HS loading.
250A Reconstruction Approval Status:	No	* 28A Lanes On:	2		66B Inventory Rating:	26
250B Route Approval Status:	No	*28B Lanes Under:	0		64A Operating Type:	2 - HS loading.
250C Approval Status Definition:	0	210A Tracks On:	00		64B Operating Rating:	43
250D Approval Status Federal:	0	210B Tracks Under:	0		231Calculated Loads Posting Required	
251Project Identification Number:	0013738	* 48 Maximum Span Length:	35		231A H-Modified:	21 No
252 Contract Date:	02/01/1901	* 49 Structure Length:	175		231B Type3/Tandem:	24 No
260 Seismic Number:	00000	51 Bridge Roadway Width:	27.8'		231C Timber:	33 No
75A Type Work Proposed:	0- Not Applicable	52 Deck Width:	34.0'		231D HS-Modified:	29 No
75B Work Done by:	0- Initial Inventory	* 47 Total Horizontal Clearance:	27.8'		231E Type 3S2:	39 No
94 Bridge Improvement Cost:(X\$1,000)	\$684	50A Curb / Sidewalk Width Left:	2.0		231F Piggyback:	40 No
95 Roadway Improvement Cost: (X\$1,000)	\$68	50B Curb / Sidewalk Width Right:	2.0		261 H Inventory Rating:	20
96 Total Improvement Cost: (X\$1,000)	\$1026	32 Approach Rdwy. Width:	27.0'		262 H Operating Rating:	34
76 Improvement Length:	0.0'	*229 Approach Roadway			67 Structural Evaluation:	5
97 Year Improvement Cost Based On:	2013	Rear Shoulder Left: Width:	1.7	Right Width:1.6	58 Deck Condition:	6 - Satisfactory Condition
114 Future AADT:	3090	Fwd Shoulder: Left Width:	1.7	Right Width:2.7	59 Superstructure Condition:	6 - Satisfactory Condition
115 Future AADT Year:	2032	Rear Pavement: Width:	24.1	Type:2- Asphalt.	* 227 Collision Damage:	
		Forward Pavement: Width:	24.0	Type:2- Asphalt.	60A Substructure Condition:	5 - Fair Condition
		Intersection Rear:	0	Forward:0	60B Scour Condition:	8 - Very Good Condition
Hydraulic Data		53 Minimum Vertical Clearance Over Rd:	99' 99"		60C Underwater Condition:	5 - Fair Condition
113 Scour Critical:	3. Bridge is Scour Critical;foundations unstable for conditions	54A Under Reference Feature:	N- Feature not a highway or railroad.		71 Waterway Adequacy:	7-Better than present minimum criteria.
216A Water Depth:	10.1	54B Minimum Clearance Under:	0' 0"		61 Channel Protection Cond.:	7-Better than present minimum criteria.
216B Bridge Height:	7.3	*228 Minimum Vertical Clearance			68 Deck Geometry:	4
222 Slope Protection:		228A Actual Odometer Direction:	99'99"		69 UnderClr. Horz/Vert:	N
221A Spur Dike Rear:		228B Actual Opposing Direction:	99'99"		72 Approach Alignment:	8-No reduction of vehicle operating speed required.
221B Spur Dike Fwd:		228C Posted Odometer Direction:	00'00"		62 Culvert:	N - Not Applicable
219 Fender System:	0- None.	228D Posted Opposing Direction:	00'00"		70 Bridge Posting Required:	5. Equal to or above legal loads
220 Dolphin:		55A Lateral Underclearance Reference:	N- Feature not a highway or railroad.		41 Struct Open, Posted, CL:	A. Open, no restriction
223A Culvert Cover:	000	55B Lateral Underclearance on Right:	0.0		* 103 Temporary Structure:	No
223B Culvert Type:	0- Not Applicable	56 Lateral Underclearance on Left:	0.0		232 Posted Loads	
223C Number of Barrels:	0	10A Direction of Travel for Max Min:	0		232A H-Modified:	00
223D Barrel Width:	0.0	10B Max Min Vertical Clearance:	99'99"		232B Type3/Tandem:	00
223E Barrel Height:	0.0	245A Deck Thickness Main:	6.0		232C Timber:	00
223F Culvert Length:	0.0	245B Deck Thickness Approach:	0.0		232D HS-Modified:	00
223G Culvert Apron:		246 Overlay Thickness:	0		232E Type 3s2:	00
39 Navigation Vertical Clearance:	0'				232F Piggyback:	00
40 Navigation Horizontal Clearance:	0				253 Notification Date:	02/01/1901
116 Navigation Vertical Clear Closed:	0				258 Federal Notify Date:	02/01/1901

Attachment #8: Meeting Minutes

- Meeting Minutes from Concept Team Meeting held on 5/07/2018

**PI No 0013738 Camden County
SR 25 @ Whiteoak Creek 5 MI N of Woodbine
Concept Team Meeting Minutes**

Project: PI No 0013738 Camden County
SR 25@ Whiteoak Creek 5 Miles N of Woodbine

Subject: Concept Team Meeting

Date: May 7, 2018
10:00 A.M.

Location: GDOT District 5 Area 3 Office
128 Public Safety Blvd
Brunswick, GA 31525

Attendees: *See attached sign-in sheet*

Minutes Prepared by Jeff Vickery on May 9, 2018

Introductions and Meeting Purpose

The purpose of this meeting was to conduct the Concept Team Meeting for PI# 0013738 to review the draft limited concept report and discuss proposed alternatives with GDOT staff, utility owners, local agencies, and the design consultant (Barge Design Solutions).

Aghdas Ghazi, GDOT PM, began the meeting and started introductions of all in attendance in-person and by phone. Ms. Ghazi turned the meeting over to Johnny Lee, Barge PM, to go through the draft concept report.

Concept Report Discussion

Mr. Lee proceeded to go through the draft concept report section by section, soliciting any questions or comments from the Concept Team:

- **Project Location Map**
 - Keisha Jackson requests that Burnt Fort Road be labeled on the project location map where it intersects with SR 25.
- **Planning & Background Data**
 - Keisha Jackson asks if this project is exclusively State funded.
 - Aghdas Ghazi states that she believes it is 80% federal / 20% state funded, and that she will verify the oversight.

- **Design and Structural**
 - Carol Kalafut requested that the sufficiency rating be removed from the existing bridge description.
- **Interchanges and Intersections**
 - No comments.
- **Utility and Property**
 - Leslie Dubberly requested that Okefenokee EMC be changed to Georgia Power Distribution.
- **Context Sensitive Solutions**
 - No comments
- **Environmental and Permits**
 - Josh Earhart presented a general overview and update to the environmental since the draft concept report had been distributed.
 - During the environmental justice screening, there is one small pocket park near the intersection of SR 25 and Burnt Fort Rd, but there aren't any anticipated impact issues at this time.
 - Five distinct wetlands have been identified, and the delineated location of salt marsh is currently underway.
 - During the survey for protect species, evidence was found of the potential presence of the pitcher plant in the project area, so the project corridor will be surveyed for this species.
 - Three historical resources were found.
 - No archaeological resources were found.
 - Keisha Jackson asked if there was any risk of any of the roadway within the project area being 4F.
 - Josh Earhart responded that additional research is needed, but 4F is a possibility.
 - Josh Earhart further discussed potential environmental mitigation for the project.
 - For the on-site detour alternative, the anticipated costs for stream mitigation could be approximately \$500,000. This does not include the costs for wetland or salt marsh mitigation or protected species mitigation.
 - For impacts to the salt marsh, there are no mitigation credits available for this project, so the Permittee Responsible Mitigation (PRM) process will likely need to be followed.
 - In addition, there may be additional mitigation costs needed for U.S. Fish & Wildlife protected species.

- Joe McGrew comments that there will need to be some offset for staged construction, and the minimum offset is 26-feet from centerline-to-centerline.
 - Josh Earhart states that there is likely to be less salt marsh impact on the upstream side of the existing bridge.
- **Coordination, Activities, Responsibilities, and Costs**
 - No comments
- **Alternatives Discussion**
 - Johnny Lee begins the discussion of alternatives and asks the Concept Team if an on-site detour is preferred given the increased environmental impacts and costs.
 - Jerome Sheffield states his concern that there may not be enough room to fit an on-site detour and work bridge between SR 25 and the Rail Trail, and that this will be a constructability issue.
 - Keisha Jackson asks when the location of the salt march will be known.
 - Josh Earhart responds that the location will be known soon, it just has to be delineated.
 - Johnny Lee confirms that the existing boat ramp is a DNR boat ramp, and Aghdas Ghazi states that the boat ramp will have to remain accessible during construction.
 - Korey Murray asks where does the Department stand on an off-site detour?
 - District 5 Construction discusses that for an off-detour, the local agencies would have ample time to prepare alternate routes for school buses, etc. It is stated that most residents know alternative routes and might not even use I-95, and that there are EMS facilities located on both sides of the bridge so there will be minimal impact to response times.
 - Aghdas Ghazi states that everyone at the Concept Team Meeting recommends using an off-site detour for this project.
 - Jerome Sheffield states that environmental factors will have to be taken into account with construction methods.
 - Johnny Lee asks if the preferred alternative needs to be changed to the off-site detour for the Concept Report.
 - Aghdas Ghazi states that Barge needs to send an email citing concerns of the designer and District Construction office with using an on-site detour, and mention local's input as well.
 - Leslie Dubberly states updated utility costs will be provided after the Concept Team Meeting.
 - Carol Kalafut asks if 36 miles is the gross length of the proposed detour.
 - Barge responds that 36 miles is the gross detour length.
 - Keisha Jackson states that locals are allowed to take alternative detour routes and aren't restricted to the posted detour route.
 - Aghdas Ghazi states that she will check on the original detour map and length

- and provide that to Barge.
- Byron Cowart asks if the off-site detour is selected, will the Concept Report be updated to indicate the need for a PDOH/PIOH?
 - Barge responds that the Concept Report will be updated to show that a PDOH/PIOH is anticipated for the project.
 - Keisha Jackson states that the Woodbine Postmaster should be included in local coordination efforts.

Recap Action Items

GDOT

- Will provide updated utilities cost to Barge.
- Will provide updated ROW cost to Barge.
- Will provide original early coordination detour map to Barge

Barge

- Prepare revised project concept report according to comments and discussion from the Concept Team Meeting and submit to GDOT.

EPEI

- Complete salt marsh delineation.

These minutes are based upon the notes and recollection of the author. Any additions or corrections should be brought to Barge Design Solutions' immediate attention.

GEORGIA DEPARTMENT OF TRANSPORTATION

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: PI#0013738 Concept Team Meeting

LOCATION: Brunswick Area Office at 128 Public Safety Blvd.

DATE: 5/7/2018 **TIME:** 10:00 AM

MODERATOR: Aghdas Ghazi

If you are a GDOT employee, and have a standard email address of the form:

firstname.lastname@dot.state.ga.us

please omit.

	NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS
1.	Aghdas Ghazi	OPD	(912) 659-0984	Aghazi@dot.ga.gov
2.	Johnny Lee	Barge Design	678-515-9431	Johnny.lee@bwsc.net
3.	JEFF VICKERY	BARGE DESIGN	678-515-9415	JEFF.VICKERY@BARGEDESIGN.COM
4.	Brandon McDaniel	GDOT Dist. Const.	(912) 424-9385	Bmcdaniel@dot.ga.gov
5.	JEROME SHEFFIELD	GDOT DIST. CONST.	(912) 237-3800	jsheffle@dot.ga.gov
6.	KOREY MURRAY	GDOT AREA CONST.	(912) 402-7344	murrayko@dot.ga.gov
7.	Cindy Mathas	Waterhouse Eng	678-928-3916	Cmathas@waterhouse-engineering.com
8.	Joe McGrew	Waterhouse Engr	404-368-4077	Jmcgrew@waterhouse-engineering.com
9.	Leslie Dubberly	GDOT Util.	912-530-4404	Ldubberly@dot.ga.gov
10.	Byron Cowart	GDOT-District Planning	(912) 530-4453	bcowart@dot.ga.gov
11.	TREVOR BROWN	GDOT Dist. Const.	912-424-9242	tbrown@dot.ga.gov
12.	Stacy Treat	ATC Broadband	912-632-3124	streat@atc-networks.net
13.	JOSH EARHART	SPEI	770-333-9484	jeanharta@edwards-pitman.com
14.	CAROL KALAFUT (PHONE)	GDOT BRIDGE	404-631-1882	CKALAFUT@DOT.GA.GOV
15.	MICHAEL LEWIS (PHONE)	GDOT LOCATION BUREAU	404-699-4449	MLEWIS@DOT.GA.GOV
16.	KEISHA JACKSON (PHONE)	GDOT ENVIRONMENTAL	678-247-2470	KEIJACKSON@DOT.GA.GOV
17.				
18.				
19.				
20.				
21.				
22.				
23.				
24.				
25.				
26.				
27.				
28.				